



THOMAS flags are out on the collector of customs' strong-hold and on the U. S. S. Solace, of which Herbert Winslow is commander. The cordial relations heretofore existing between the commander of the Solace and the collector are very badly strained at the present time and the opinions that each gentleman holds of the other officially are not of the kindest. There is not that true spirit of brotherly love manifested that there should be and the two greatest branches of the United States government are at loggerheads and all on account of twelve Chinamen aboard the Solace in the capacity of stewards and cook. Collector Stansfield is of the opinion that the Solace is not a vessel of war and consequently not entitled to all the privileges of a warship. Commander Winslow has declared that the Solace is a war vessel and is entitled to all the privileges of a vessel of the line.

Which of the officials is right remains to be seen and the dispute will in all probability be reported to Washington for rectification and a ruling.

On Sunday one of the customs inspectors attempted to board the Solace to tally off the Chinese crew. He was met at the top of the gangway by an officer of the ship, who denied him the right to come aboard for the purpose. The officer of the ship asked by what right the customs man was there and was told that he was there as a matter of right and duty and in the name of the secretary of the treasury he asked that the Chinese crew be lined up for inspection. The officer of the ship gave the customs man the merry "ha ha" and told him to go and get him home with much alacrity. At the time the inspector was invited to leave the officer of the Solace winked viciously at a sentry standing at the gangway with a loaded rifle with bayonet fixed. Seeing the blood-curdling wink, the inspector waited not upon the order of his going, but went at once, as he was in no mood to have twelve inches of cold steel thrust into the part of his anatomy where he would feel it the most.

The matter was reported to the collector and he called on the commander of the Solace. In the privacy of the commander's cabin the two officials had a heart to heart talk, the tenor of which is known only to the two gentlemen engaged. It did not change the aspect of things, however, as at the present time customs houses men are persona non grata on the Solace and the wharf is taboo for the Chinese of the steamer.

Any Chinaman who comes down the gangway of the Solace is to be warned by the guards that he must go back "on top side" the steamer or be arrested, and any customs man who ventures on the Solace will be "holed hauled" and made to "box the after himself light."

Miraculous Escape.

The loss of the sailor by the Kinan was nearly duplicated by the steamer Maui on Saturday night when about three miles from Hamoa. The steamer was traveling at a great rate of speed and the wind and sea were very high. Two sailors, Kaahu and Haleauki, had gotten into a dispute on the after deck of the vessel, and from words the men soon came to blows. One of them was getting considerably the worst of the argument, when he closed in on his antagonist and they began struggling. The vessel was rolling at a great rate, and in some unaccountable manner the men dashed up against the rail and were overboard in a jiffy. Companions saw them go over the side and yelled that there was a man overboard. The steamer was stopped and a boat was lowered, although it was a very dangerous undertaking. After a short search both men were found. They had given up their fight and were working for the vessel as fast as they could. When Kaahu was hauled into the boat he was naked, having stripped himself as soon as he found himself in the water. He said it was his intention to swim for the shore in case the steamer did not stop. The other man was found just in time, as he had not been able to get his clothes off in the water and was nearly exhausted when taken into the boat.

Service From Puget Sound.

Mr. M. J. Bissell, agent of the British-American line, operated by Frank Waterhouse, Limited, has received word from the management that the new steamer service from Seattle to Honolulu will be inaugurated with the sailing of the steamer John S. Kimball from the former port at 2 o'clock, December 15th, to be followed by the Charles Nelson on January 1st and the Santa Ana on January 15th, with a fifteen-day service thereafter.

The John S. Kimball has a carrying capacity of 1,700 tons, including 100 tons of cold storage freight, and will accommodate seventy-five first-class passengers. The Charles Nelson will carry 1,200 tons of freight and seventy-five first-class passengers. This steamer will also have cold storage capacity for 100 tons or more.

The Santa Ana carries 1,200 tons and fifty first-class passengers. The passenger rate from Seattle will be \$80 and the same rate will apply from Honolulu to San Francisco, where the steamers will

go from here with sugar cargoes, which, however, may be taken from Kahului. The intention at present is to carry only first-class passengers, though it is possible that a few second-class may be taken.

The Solace Leaves Today.

No sooner had the last shovelful of coal gone into the Solace at the Navy wharf yesterday than the order was given to clean ship. The operation of coaling is an extremely dirty one for a ship and everything has to be kept closed tight to keep the flying coal dust out. The sides of the vessel, which were immaculately white when she arrived, were covered with a layer of coal dust which made the pretty craft anything but beautiful to look upon.

A large force of men was put to work with hose and scrubbing brushes and in about half an hour the vessel was as spic and span again as a new ship. The navy men do things as no other men in the service do and it was a caution to see the way in which the Solace emerged from her coating of coal dust and soot.

The Solace will leave for Guam sharp at noon today. The band will be in attendance to play at her departure and as Captain Merry will go away in her, there will be a big crowd of friends to see him off.

Will Make Time.

Captain Walton of the trim bark Gardiner City, which left yesterday for the Sound, said just before departure that he would arrive at his destination before the other three vessels which left Sunday. They were the Kikikat, the Ceylon and the Golden Shore. The two latter vessels are quite fast and the Kikikat is by no means a slow vessel, so Captain Walton is thought to have his hands full to carry out his boast. Those who know the Gardiner City say that she is a fast one and capable of doing fourteen knots. She carries no ballast and her bottom is very much on the line of one of the modern ship-jacks. She sailed out of the harbor yesterday morning from off the Oceanic dock and although she had but little sail set, she made a very fast start. As soon as she got outside she put on more sail and in a very short time was out of sight.

Kinai's Report.

Purser Beckley of the Kinai reports the following: At Lapehohoe on Friday night, at 10:15, whilst opening starboard port, sailor Wainae, an old man, fell overboard, slipping heavily at the time. The steamer was under her slow bell and was going slowly. A life buoy was thrown immediately in the direction his cries were heard, and a boat was lowered and sent in charge of the second mate and returned an hour afterward, unsuccessful, after a diligent search.

On the outward trip there was a fresh wind encountered. Great excitement on the islands regarding the result of the election. Bark Wrestler at Mahukona, discharging. Bark Santiago towed to sea from Hilo by the Kilaua Hou on Friday morning.

Shipping Notes.

The Mauna Loa should be in today from Kona ports.

The ladies of the flower mission visited the Solace yesterday.

The Kinai at noon and the Maui at 5 o'clock leave today.

The steamer Doric is due to arrive from the Orient and leave for the coast today.

The ship Star of Russia hauled into the stream yesterday morning to await her crew.

The Martha Davis will probably get away for San Francisco at the end of the week.

The steamer Mikahala is laid up for extensive repairs and an overhauling. Her foremast was removed yesterday.

As soon as the Helen Brewer finishes taking ballast she will depart for Talatal, in Chili, for orders. It is expected that she will there load nitrate for the east.

If one of the party of excursionists who landed at the Oceanic wharf on Sunday evening about dusk will call at the wharf a bundle left there by mistake will be turned over to him.

The British ship Yola, which is discharging at the Oceanic wharf, is a very fine vessel and a fast sailer. Two years ago she made a record from the River Plate to South Africa with a load of 220 mules. The day she arrived here she met the Albert outside. The bark was coming along at a good rate of speed and as he was a stranger here, Captain Penhook decided that he would follow the Albert to port. He took in nearly all sail, but kept forging ahead of the bark, and finally had to give up trying to keep behind. From here the Yola goes to the Sound to discharge some cargo for there.

The Star of Russia was hauled into the stream yesterday to get ready for sea. Her sails will be bent by the stavedores and by this afternoon she will be ready to sail if the crew which McCarthy has promised to put aboard arrives. The union men are watching the vessel like a cat does a mouse and declare that they will not permit a crew to leave at less than the rate of \$50 per man for the trip. Today will probably bring things

TIDES, SUN AND MOON.

Day	Nov.	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Mon.	12	7:32	1:40	7:25	1:41	7:17	1:39	7:09	1:31
Tues.	13	8:41	1:44	8:30	1:36	8:20	1:28	8:10	1:20
Wed.	14	9:30	1:31	9:18	1:24	9:06	1:16	8:54	1:08
Thurs.	15	10:18	1:18	10:05	1:10	9:52	1:02	9:39	0:54
Fri.	16	11:04	1:05	10:50	0:59	10:36	0:51	10:22	0:43
Sat.	17	11:48	0:52	11:34	0:46	11:19	0:38	11:04	0:30
Sun.	18	12:30	0:39	12:15	0:31	12:00	0:23	11:44	0:16
Mon.	19	1:10	0:26	1:00	0:15	1:00	0:07	1:00	0:00

YESTERDAY'S WEATHER.

Diamond Head Signal Station, Nov. 12, 10 p. m.—Weather clear; wind light; northeast.

MOVEMENTS OF STEAMERS.

Steamers due and to sail for the next thirty days are as follows:

Steamers	From	Due
ZEALANDIA—San Francisco	Nov. 17	
HONGKONG MARU—San Francisco	Nov. 20	
AOIRANGI—Victoria	Nov. 24	
SIERRA—San Francisco	Nov. 27	
CHINA—San Francisco	Nov. 27	
DORIC—San Francisco	Dec. 5	

Steamers	For	Depart
DORIC—San Francisco	Nov. 13	
NIPPON MARU—San Francisco	Nov. 20	
WARRIMOO—Victoria	Nov. 21	
ZEALANDIA—San Francisco	Nov. 21	
RIO DE JANEIRO—San Francisco	Nov. 21	
COPTIC—San Francisco	Dec. 8	

A government transport from San Francisco, carrying mail, is due about the 8th and 23d of each month.

to a head and before the vessel gets away there is liability of a lively scrimmage if the union men attempt to entice the crew put aboard away from the ship.

The contractors dredging the navy slips have extended the tracks of the little railroad that is used to carry away the coral brought up, to the land lying inside the seawall. This will be filled in and leveled off as fast as possible and will make fine land for the navy department. The land to be filled is part of the naval reservation and was what was formerly intended for a public park and recreation ground.

The Claudine went on the marine rail way yesterday to have her bottom painted and scraped. Her general overhauling, which has been going on for several weeks at the old fishmarket wharf, is about completed, and she will soon be put on the Hilo run in place of the Kinai, which will have her turn in the hands of the workmen to be got ready for the sugar season. The Claudine will leave on the 20th on the Kinai's run.

As the little launch now being used by the quarantine officials is found to be too small for the service required of her, it is probable that a much larger craft will be sent here for the use of the physicians. During rough weather it is almost impossible to run the Oahu at full speed outside, as she takes so much water aboard.

The steamer Lehna returned from Molokai early Monday morning. She reports a remarkably rough trip. She brought sheep to this port, three of which died on the way from the roughness of the sea.

The little schooner Emma Claudine, twenty-one days from Eureka, arrived yesterday. It has been quite a long time since she was here, as for several trips she has been going to Kahului.

THE HONOLULU STEAM LAUNDRY CO.

WE BEG to inform our patrons and the general public that we have just installed New Machinery and have also succeeded in securing more First Class Workmen from the Coast. Our work in the future will give better satisfaction than before. We wash—

FLANNELS

and guarantee not to shrink them

No Chinamen Employed.

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BRACE UP!

Don't let your past errors wreck the happiness of your life. You can be cured. Over 8,000 such men as you have been cured during the past year by my

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ELECTRIC BELT.

If you have failed in other means that is no argument against it, for nine out of ten of its cures were made after all else had failed. It pours vitality into the nerves and muscles, restoring the wasted powers, and it must cure. It is worth its weight in gold, for it saturates the weakened body with new life, new vigor, new vitality.

Send for free book, which explains all. Consultation and advice free. Office hours, 9 to 6; Sundays 10 to 1.

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Corner Market Street and Grant Ave., San Francisco, Cal.

Oceanic Steamship Company TIME TABLE.

The steamers of this line will arrive and leave this port as hereunder:

FROM SAN FRANCISCO.	FOR SAN FRANCISCO.
Zealandia	Nov. 17
Sierra	Nov. 27
Zealandia	Dec. 10
Mariposa	Dec. 19
Alameda	Dec. 20
1901.	
Zealandia	Jan. 2
Sonoma	Jan. 8
Alameda	Jan. 19
Sierra	Jan. 29
Alameda	Feb. 9
Ventura	Feb. 19
Alameda	Feb. 29
Sonoma	Mar. 12
Alameda	Mar. 27
Ventura	Apr. 2

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

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LIMITED.
GENERAL AGENTS OCEANIC S. S. CO.

How to Treat a Troublesome Corn.

To remove a troublesome corn or bunion: First soak the corn or bunion in warm water to soften it, then pare it down as closely as possible without drawing blood and apply Chamberlain's Pain Balm twice daily, rubbing vigorously for five minutes at each application. A corn plaster should be worn for a few days to protect it from the shoe. As a general liniment for sprains, bruises, lameness and rheumatism, Pain Balm is unequalled. For sale by Benson, Smith & Co., general agents, Territory of Hawaii.

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OFFICIAL NOTICE.

AT a meeting of the directors of the American Messenger Service, held October 15, 1900, the following officers were elected to serve for the ensuing year:

President.....E. Henriques

Vice ".....L. A. Andrews

Secretary.....F. J. Cross

Treasurer.....C. H. Ramsey

Auditor.....F. J. King

The above officers constitute the board of directors.

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GASOLINE SCHOONERS.

Surprise sails from Honolulu every ten days to Lahaina and Makana, Maui, and all the Kona ports of Hawaii. Alternating (Tuesdays or Fridays) with Inter-Island Steamers, this gives Kona a 5 day service.

Eclipse sails from Honolulu as soon as possible after arrival for Kona ports, Kona, Eleale, Hanalei, Makaweli, Waimea and Kekaha.

The vessels carry freight and passengers and insure quick dispatch.

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MANAGER.

Foundation Stone,

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AND

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SHIP CARPENTERS,

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Dump Carts furnished by the day on Hour's Notice.

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A beautiful piece of property, corner Beretania and Punchbowl streets.

House and lot, Kawaiahao street.

House and lot and one store, Queen street.

A fine corner lot, corner Makiki and Wilder Avenue.

Lot 75x140, Pawaas Tract, facing King street.

House and lot on Waikiki Road.

15-acres land, Kalihi.

Four desirable lots, Kalihi Waena.

Four beautiful lots, Kapiolani Extension.

Lot 100x100, Kawaiahao street.

1 2-10 acres on Kapahulu Road.

19 years' lease and six modern cottages, 5 minutes walk from Post Office.

15-acres land at Kalihi, near W. G. Irwin's property.

Lot 80x35, at Kalihi.

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